

Appendix G

Environmental Review

Site Visit and Resource Inventory - Methodology

On October 13, 2009, a site visit was conducted for the purposes of inventorying, photographing, and documenting environmental resources on and adjacent to the airport property. Prior to conducting the field investigation, project staff reviewed existing Connecticut Department of Environmental Protection (CTDEP) Geographic Information System (GIS) data and available resource maps to gain an understanding of known resources in the vicinity of the airport. The following sections summarize the results of the GIS/map research and field investigation. Figures depicting resources, site photos, and relevant agency coordination letters are included in at the end of this appendix.

Surrounding Land Use

The Ellington Airport is located in central Ellington just west of Route 83 (Somers Road). Figure 1 (Existing Airport Layout and Property) depicts the airport and its surroundings. Land uses surrounding the airport include light industrial, residential, and active agricultural. Light industrial uses are concentrated east of the airport along the western side of Route 83 as well as to the southeast along Industrial Park Road. Single family residences are found predominantly west of the airport in a neighborhood defined by Bridge Street, Randy Road, and Gloria Lane but also exist northeast and east of the airport along the western side of Route 83. A small pocket of multi-family residential dwellings is also located south of the airport along Industrial Park Road. Active agricultural fields are the most notable land use in the vicinity of the airport as cornfields are located to the north, west, and south of the runway.

Soils

The airport is a flat, 129 ±acre parcel that occupies the land area between Route 83 (Somers Road) to the east and Broad Brook to the west. The airport's elevation ranges from 250 to 253 feet above mean sea level. Developed portions of the airport, including the office building, hangars, surface parking, taxiway, and runway are underlain by disturbed soils identified on Natural Resource Conservation Service (NRCS) base GIS mapping as Udorthents – Urban Land Complex. There are also disturbed soils identified as Udorthents-Pits Complex located immediately adjacent to and west of the northern runway end in the vicinity of the airport maintenance/storage area. Much of the remaining portions of the airport property are underlain by prime farmland soils including Ellington Silt Loam, Haven and Enfield Soils, and Hartford Sandy Loam or by Manchester Gravelly Sandy Loam, a statewide important farmland soil. These areas are actively farmed as evidenced by the corn crops and plowed fields located northwest, west, and southwest of the airport runway. There is only one area within the airport property that is underlain by wetland soils, and that is in the extreme northwestern corner of the property. Adrian and Palms Soils can be found along the south side of Broad Brook and a pond in this

area. These soils are very deep and very poorly drained soils formed in herbaceous organic material over sandy outwash deposits.

Vegetation

Most of the undeveloped land area on airport property is in active agricultural use, and primarily includes corn being cultivated to feed cattle as silage. Mowed grasslands can also be found immediately adjacent to the taxiway, runway, and other developed portions of the airport. Mature trees and shrubs are found predominantly along the perimeter of the property, except along the airport's eastern boundary along Route 83. Species at the airport's perimeter include oaks, maples, sumac, box elder, autumn olive and a small area of pines to the north. There are two narrow but discontinuous corridors of deciduous trees and shrubs located internal to the airport property. One is a hedgerow separating a large agricultural field on the west from the runway to the east. This hedgerow is comprised of maples and autumn olive. The second is a narrow riparian zone associated with Hydes Brook, which flows east to west, crossing the airport property south of the runway. The eastern reach of Hydes Brook near Route 83 within the airport's property boundary has a riparian zone dominated by box elder. The westernmost reach of the brook within the airport's property line has a riparian zone dominated by maples and box elder. Where Hydes Brook passes directly south of the runway, the banks of the watercourse are regularly mowed and are void of trees and shrubs.

Water Resources

Surface Water

Figure 2 depicts surface water and groundwater resources in the study area. There are three watercourses located on or in close proximity to the airport; Broad Brook, Hydes Brook, and an unnamed tributary to Broad Brook. Broad Brook, the largest of the three, originates to the northeast of the airport in the Shenipsit State Forest and flows in a westerly direction under Route 83 north of the airport property. It then gradually bends to the south and flows in a more southerly direction west of the airport. The brook only intersects the extreme northwestern portion of the airport property. A small pond formed by Broad Brook exists on the airport property in this location.

Hydes Brook originates to the east, also within the Shenipsit State Forest, and flows in a westerly direction under Kibbe Road and Route 83. It then flows across the airport property in a very distinct and narrow channel just south of the southern runway end. It ultimately drains into Broad Brook west of the airport in the vicinity of the Bridge Street residential neighborhood.

The unnamed stream is located at the northern end of the airport property. A portion of the channel, on the airport property, appears to be either man-made or altered. There was no flow in the channel at the time of the site visit. The stream originates just east of Route 83, is piped under that roadway, and then crosses the extreme northeastern corner of the airport property before ultimately draining into Broad Brook just north of the pond.

All three of these watercourses are designated by the CTDEP as Class A surface water resources. According to the CTDEP Surface Water Quality Standards (December, 2002), designated uses of Class A surface waters include potential drinking water supply; fish and wildlife habitat; recreational use; agricultural and industrial supply and other legitimate uses. Discharges are limited to discharges from public or private drinking water treatment systems, dredging and dewatering, and emergency and clean water discharges.

Groundwater

In terms of groundwater, the entire airport property with the exception of a small area near the office building and hangars is underlain by groundwater designated by the CTDEP as Class GA. The area near the office building and hangars is designated as Class GA Impaired, possibly due to a small fueling station in this location. There are no aquifer protection areas on the airport property.

Designated uses of Class GA groundwater include existing private or potential public or private supplies of water suitable for drinking without treatment. Discharges to Class GA groundwater are limited to: treated domestic sewage, certain agricultural wastes, certain water treatment wastewaters, and other wastes of natural origin that easily biodegrade and present no threat to groundwater.

Wetlands

According to Natural Resource Conservation Service (NRCS) soils GIS data collected for the airport, there is only one area of wetlands on the airport property and that is located at the extreme northwestern corner of the property in the vicinity of the pond associated with Broad Brook. The wetland is approximately $1300 \pm$ feet from the northern runway end and is classified as both a state (CTDEP) and federal (U.S. Army Corps of Engineers) regulated wetland. It is underlain by very deep and very poorly drained Adrian and Palms hydric soils that extend to the northwest of the pond and beyond the airport property line. Red maples are the dominant vegetation in this wetland. To verify the actual limits and acreage of this wetland, the entire area would have to be delineated according to state and federal wetland delineation guidelines.

Although Hydes Brook flows east to west across the airport and is located in close proximity to the southern runway end, this watercourse has a very narrow and distinct channel. The banks of the channel near the southern runway end are regularly mowed and maintained and are void of riparian vegetation. There are no wetland soils or hydric vegetation along the stream within airport property boundaries. Any impacts to this stream from airport improvements would require permits from the CTDEP.

Floodplains

In the northwestern-most corner of the airport property is a segment of the 100-year floodplain associated with Broad Brook. The floodplain is approximately $300 \pm$ feet wide in this location. There are no other floodplain resources on the airport property.

Endangered and Threatened Species

Review of CTDEP Natural Diversity Database (NDDB) GIS mapping (refer to the pink shading on Figure 2) indicates the potential presence of endangered or threatened species and/or critical habitat in the vicinity of the airport. To ascertain whether or not threatened or endangered species or critical habitat exist in the vicinity of the airport, coordination letters were sent to both the CTDEP NDDB and the USFWS Northeast Region on October 7, 2009. The CTDEP NDDB responded in letters dated October 16 and October 21, 2009 that report the presence of one State Species of Special Concern, the Savannah sparrow (*Passerculus sandwichensis*) within the vicinity of the airport. Savannah sparrow is a grassland-obligate species that requires open fields to breed, nest and forage. The grassland habitat must be 15 acres or greater in size in order to support the species. Their breeding season is approximately from May to August, and it is during this time period when the species is most susceptible to disturbances.

Any future state funded action at the airport that disturb potential habitat will require further coordination with the CTDEP NDDB Wildlife Division. Surveys may be required by qualified biologists to determine the actual presence of this species or the presence of suitable habitat at the project site. If the species or suitable habitat is present, project impacts on the species and habitat may need to be determined and mitigation will be required. As shown on Figure 2 of this appendix, the potential habitat area includes the entire existing airfield. Thus, airfield improvements would definitely have ground disturbances that will trigger the need for further agency coordination.

The United States Fish and Wildlife Service (USFWS) New England Field Office now has a streamlined process relative to federal threatened and endangered species and critical habitat consultations. Instead of researching and responding to individual project inquiries, the agency first directs individuals to their website for the initial review of a project site. (<http://www.fws.gov/northeast/newenglandfieldoffice/EndangeredSpec-Consultation.htm>)

If there are no federally listed species or critical habitats in the general vicinity of the project site (as determined by a review of a listing of federal species and critical habitats found in particular regions of a state) then the individual seeking the information is directed to print a form letter issued by the agency. The form letter states that no federal threatened or endangered species or critical habitats exist in the project area and therefore preparation of a Biological Assessment and further consultation with the USFWS under Section 7 of the Endangered Species Act is not required. The Ellington Airport site was review using this procedure and no federal species or critical habitats exist on or near the project site.

Cultural Resources

A review of the National Register of Historic Places (NR) and the State Register of Historic Places (SR) determined that there are no cultural resources on or in the immediate vicinity of the airport. In addition to this database search, a letter of inquiry has been sent to Ms. Karen Senich, State Historic Preservation Officer (SHPO) with the Connecticut Commission on Culture &

Tourism's Historic Preservation and Museum Division to determine the level of archaeological sensitivity of the airport and surrounding parcels.

While the SHPO does not have any reported archeological resources within the property boundary, the topography and ecology setting suggests that undisturbed lands within the airport property have a moderate to strong potential to contain prehistoric period archeological deposits. Thus, a professional cultural resource assessment is recommended if the Town acquires the airport property.

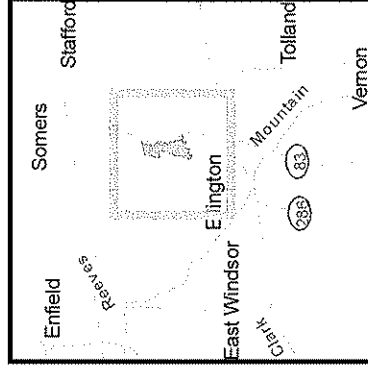
Funding Implications - Environmental

Any involvement of federal funds for future improvements to the Ellington Airport would trigger the need to comply with the National Environmental Policy Act of 1969 (NEPA). An Environmental Assessment (EA) would likely be required. The preparation of an EA requires six to twelve months to complete and associated costs would depend on the nature and extent of the improvements, environmental issues encountered, and level of public concern. Based on our site visit, there are a few environmental resources in the project area that would need to be thoroughly evaluated in the EA. The Federal Aviation Administration (FAA) and the Connecticut Department of Transportation would play important lead agency and review roles if an EA is required.

Any involvement of State funds for airport development or improvements, regardless of the amount, would trigger the need to comply with the Connecticut Environmental Policy Act (CEPA). An Environmental Impact Evaluation (EIE) would then be required. Like an EA, the preparation of an EIE for this type of project would have similar costs and time requirements. CEPA also requires that the project be noticed in Connecticut's Environmental Monitor. There could be a need for a public scoping meeting if 25 or more individuals or a group representing 25 or more individuals requests a public scoping meeting in response to the Environmental Monitor notice. Additionally, CEPA requires that the project and its environmental benefits and impacts be the subject of a public hearing.

For the vast majority of publically-funded airport developments, the NEPA and CEPA evaluations, documents, and public hearings (if any) are combined.

Ellington Airport Ellington, CT



Ellington Airport

Runway 1-19

Transportation

Secondary Roads

Local Roads

Driveway

0 540 1,080 1,620 2,160 Feet



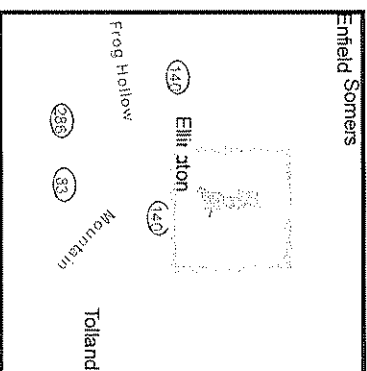
Figure 1

Figure 2



Ellington Airport Ellington, CT

Enfield Somers



Ellington Airport

Runway 1-19

CT NDDB - 2009

100 Year Flood Zone

Wetland

State Wetlands

State and Federal Wetlands

Surface Water Quality Class

A

B

B/A

B/AA

Ground Water Quality Class

Transportation

Secondary Roads

Local Roads

Driveway

0 500 1,000 1,500 2,000 Feet





Photo 1: View east along Hydes Brook



Photo 2: View east along Hydes Brook from location just south of Runway 1-19. Banks of Hydes Brook regularly mowed/maintained. Buildings in background are associated with the sky diving operations at the airport.



Photo 3: View north along runway. Hydes Brook is foreground.



Photo 4: Close up view looking west along Hydes Brook. Structures in the background associated with the sky diving operations at the airport.



Pond located in northwestern corner of the airport property.



View of pond located in northwestern corner of the airport property.



View of wetland near pond in northwest corner of airport property.



FITZGERALD & HALLIDAY, INC.

72 Cedar Street, Hartford, Connecticut 06106
Tel. (860) 247-7200
Fax (860) 247-7206

October 15, 2009

Ms. Karen Senich
State Historic Preservation Officer
Connecticut Commission on Culture & Tourism
Historic Preservation and Museum Division
One Constitution Plaza, Second Floor
Hartford, Connecticut 06103

Subject: Ellington, Connecticut Airport Acquisition Feasibility Study

Dear Ms. Senich:

Fitzgerald & Halliday, Inc. (FHI) is presently working with Clough, Harbor & Associates to prepare an airport acquisition feasibility study for the Town of Ellington, Connecticut. The purpose of the feasibility study is to inventory existing facilities, assets, and environmental conditions at the Ellington Airport located off of Meadow Brook Road. The study will also evaluate present and future use, operating costs, and profitability. The Town will consider the information in making a decision as to whether or not it is in their best interest to purchase and operate the airport well into the future.

FHI's role is to inventory existing environmental resources/conditions on the immediate airport property. FHI's preliminary investigation of possible historic resources on the airport property has revealed no National Register of Historic Places (NR) or State Register of Historic Places (SR) on the airport property or in its immediate surroundings. FHI is interested in acquiring any information you may have with respect to the archaeological sensitivity of the project area and whether or not there are any known/documented archaeological sites in the immediate study area. A map of the airport property and adjacent open space land is included for your reference.

If you have any questions or require any additional information, I can be reached at (860) 247-7200. Thank you for considering this request.

Very truly yours,

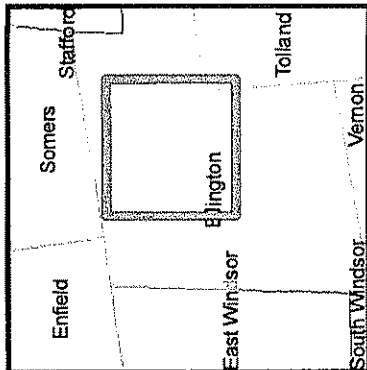
FITZGERALD & HALLIDAY, INC.

Rebecca M. Parkin
Senior Planner

Enclosure (1)

Cc: Paul Stanton (FHI); Paul McDonnell (CHA); FHI File P931.01

Planning Consultants



CT NDDb - 2009
Study Area



U.S.G.S. Quadrangle:
Ellington, CT

1:24,000

CT DEP Natural Diversity
Database - 2009

Ellington Airport
Ellington, CT



**Connecticut Commission on Culture & Tourism**

March 5, 2010

**Historic Preservation
and Museum Division**One Constitution Plaza
Second Floor
Hartford, Connecticut
06103860.256.2800
860.256.2763 (f)Ms. Rebecca Parkin
Senior Planner
Fitzgerald & Halliday, Inc.
72 Cedar Street
Hartford, Connecticut 06106

Subject: Ellington, Connecticut Airport Acquisition Feasibility Study

Dear Ms. Parkin:

The State Historic Preservation Office understands that the Town of Ellington is considering the acquisition of the Ellington Airport property along Somers Road (Route 83). Fitzgerald & Halliday have requested that SHPO provide "any information you may have with respect to the archaeological sensitivity of the project area and whether or not there are any known/documented archaeological sites in the immediate study area". This office has reviewed our site files and determined that there are no reported archaeological resources within the property boundaries. The overall topographic and ecological setting of the property suggests that undisturbed lands within the airport site have a moderate to strong potential to contain prehistoric period archaeological deposits. The factors that contribute to the archaeological sensitivity of these landscapes include:

- The proximity of the property to substantial wetlands associated with Broad Brook (primarily found south of Meadow Brook Road);
- The generally level to gently rolling terrain;
- The numerous small stream drainages that would have offered potable water;
- The abundance of well-drained soils suitable for habitation.

The areas of highest sensitivity for prehistoric period resources are located within 200 feet of unmodified stream channels, though potentially significant evidence of prehistoric occupations may occur in any undisturbed sections of the airport property.

CONNECTICUT

www.cultureandtourism.org



Historic period archaeological resources are most likely to be found in any undisturbed areas bordering Somers Road (Route 83) or Meadow Brook Road. At least one historic house once stood on the west side of Somers Road in the general location of the existing airport. A mid-nineteenth century map from the Petersen Collection at the Map and Geographic Center at the University of Connecticut in Storrs shows the S. Farnham House near the northern end of the property. Further refinement of the historic period archaeological sensitivity would be possible by reviewing town histories and other historic maps.

The SHPO also notes that a substantial portion of the property is depicted as having disturbed soils (ie. Udorthentic soils) in recent US. Department of Agriculture soil mapping. Such areas may generally be considered to have a low potential to contain significant archaeological resources.

More precise information concerning the archaeological resources within the subject site would require professional survey. We recommend that, in the event that the Town purchases the airport property, that an archaeological assessment be completed to aid the municipality in any future planning and development.

For further information, please contact Mr. Daniel Forrest, Staff Archaeologist at (860) 256-2761 or daniel.forrest@ct.gov.

Sincerely,

David Bahlman
Deputy State Historic Preservation Officer



Connecticut Natural Diversity Data Base Review Request Form

Please complete this form *only* if you have conducted a review which determined that your activity is located in an area of concern.

Name: **Josh Weiss**

Affiliation: **Fitzgerald & Halliday, Inc.**

Mailing Address: **72 Cedar Street**

City/Town: **Hartford**

State: **CT**

Zip Code: **06106**

Business Phone: **8602477200**

ext.

Fax: **8602477206**

Contact Person: **Josh Weiss**

Title: **Planner**

Project or Site Name: **Ellington Airport**

Project Location

Town: **Ellington, CT**

USGS Quad: **Ellington**

Brief Description of Proposed Activities:

Airport acquisition feasibility study. Document Environmental resources in the vicinity of the airport for future consideration in airport master planning should town decide to purchase airport.

Have you conducted a "State and Federal Listed Species and Natural Communities Map" review?

☒ Yes

☐ No

Date of Map: **2009 GIS Data**

Has a field survey been previously conducted to determine the presence of any endangered, threatened or special concern species? ☐ Yes ☒ No

If yes, provide the following information and submit a copy of the field survey with this form.

Biologists Name:

Address:

If the project will require a permit, list type of permit, agency and date or proposed date of application:

(See reverse side - you must sign the certification on the reverse side of this form)

The Connecticut Natural Diversity Data Base (CT NDDDB) information will be used for:

- ☐ permit application
☒ environmental assessment (give reasons for assessment):

Document environmental resources in the vicinity of the airport for future consideration in airport master planning should town decide to purchase airport.

- ☐ other (specify):

"I certify that the information supplied on this form is complete and accurate, and that any material supplied by the CT NDDDB will not be published without prior permission."

Signature

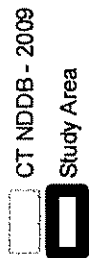
10/07/2009
Date

All requests must include a USGS topographic map with the project boundary clearly delineated.

Return completed form to:

WILDLIFE DIVISION
BUREAU OF NATURAL RESOURCES
DEPARTMENT OF ENVIRONMENTAL PROTECTION
79 ELM ST, 6TH FLOOR
HARTFORD, CT 06106-5127

* You must submit a copy of this completed form with your registration or permit application.

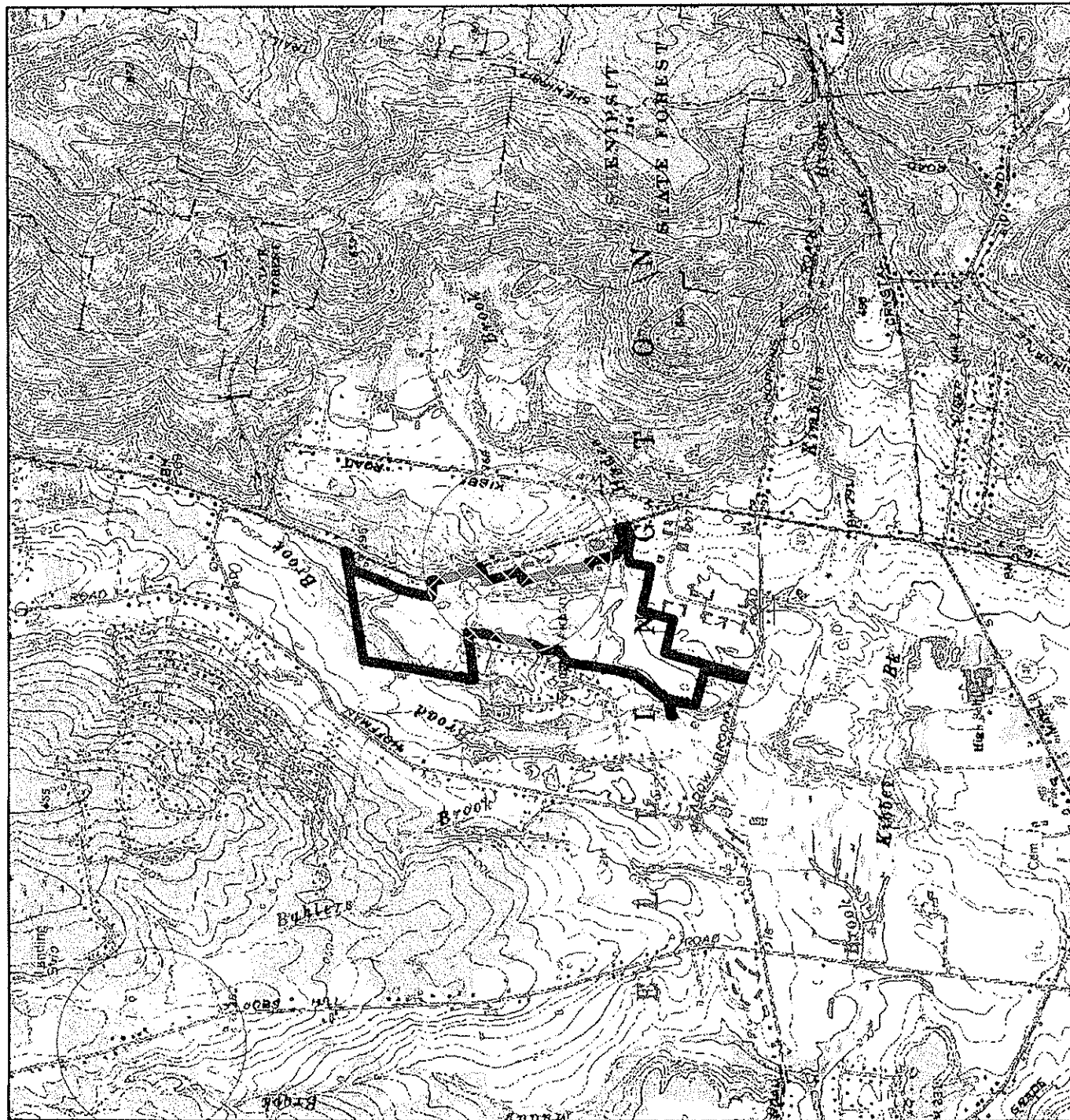


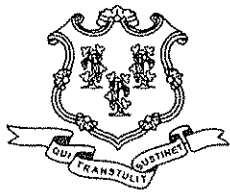
U.S.G.S. Quadrangle:
Ellington, CT

1:24,000

CT DEP Natural Diversity
Database - 2009

Ellington Airport
Ellington, CT





STATE OF CONNECTICUT
DEPARTMENT OF ENVIRONMENTAL PROTECTION

Bureau of Natural Resources
Division of Wildlife
79 Elm Street, 6th Floor
Hartford, CT 06106
Natural Diversity Data Base



October 16, 2009

Josh Weiss
Fitzgerald & Halliday, Inc.
72 Cedar Street
Hartford, CT. 06106

RE: Ellington Airport acquisition feasibility study for future consideration in airport master planning should the town decide to purchase and document the environmental resources.

Dear Mr. Weiss:

I have reviewed Natural Diversity Data Base maps and files regarding the area delineated on the map you provided for the proposed acquisition feasibility study of the Ellington Airport, for future consideration in airport master planning should the town decide to purchase and document the environmental resources. According to our information, there are records for the State Species of Special Concern *Passerculus sandwichensis* (Savannah sparrow) within the vicinity of this project site. I have sent your letter to Jenny Dickson (DEP-Wildlife; 860-424-3011) for further review. She will write to you directly with her comments.

Natural Diversity Data Base information includes all information regarding critical biological resources available to us at the time of the request. This information is a compilation of data collected over the years by the Department of Environmental Protection's Geological and Natural History Survey and cooperating units of DEP, private conservation groups and the scientific community. This information is not necessarily the result of comprehensive or site-specific field investigations. Consultations with the Data Base should not be substitutes for on-site surveys required for environmental assessments. Current research projects and new contributors continue to identify additional populations of species and locations of habitats of concern, as well as, enhance existing data. Such new information is incorporated into the Data Base as it becomes available.

Please contact me if you have further questions at (860) 424-3592. Thank you for consulting the Natural Diversity Data Base. Also be advised that this is a preliminary review and not a final determination. A more detailed review may be conducted as part of any subsequent environmental permit applications submitted to DEP for the proposed site.

Sincerely,

Dawn M. McKay
Biologist/Environmental Analyst

Cc: Jenny Dickson, NDDB#17218
DMM/ldh



STATE OF CONNECTICUT
DEPARTMENT OF ENVIRONMENTAL PROTECTION
WILDLIFE DIVISION



SESSIONS WOODS WILDLIFE MANAGEMENT AREA
P.O. BOX 1550 • BURLINGTON, CT 06013 - 1550
TELEPHONE (860) 675-8130 • FAX (860) 675-8141

October 21, 2009

Mr. Josh Weiss
Fitzgerald & Halliday, Inc
72 Cedar Street
Hartford, CT 06106

Re: Airport acquisition feasibility study for Ellington Airport in Ellington, Connecticut

Dear Mr. Weiss:

Materials pertaining to the above project were forwarded to me for review by the DEP Natural Diversity Database (NDDB). The NDDB indicated that the state species of special concern Savannah sparrow (*Passerculus sandwichensis*) occurs at Ellington Airport.

This bird is considered to be a grassland-obligate. It requires open fields to breed, nest and forage in, typically 15 acres or greater. The breeding season for this species is approximately from May through August. It is during this period that Savannah sparrows are most susceptible to disturbances in their feeding and nesting habitat. Minimizing impacts to open fields, meadows and other grassy areas during this time period will likewise minimize impacts to this species.

The Wildlife Division has not made an on-site inspection of the project area. Consultation with this office should not be substituted for site-specific surveys that may be required for environmental assessments. This is a preliminary site review and is not a final determination. A more detailed review may be conducted as part of any subsequent environmental permit applications submitted to the DEP for the proposed site. Please be advised that should state permits be required or should state involvement occur in some other fashion, specific restrictions or conditions relating to the species discussed above may apply. In this situation, additional evaluation of the proposal by the DEP Wildlife Division should be requested and species-specific surveys may be required. If the proposed project has not been initiated within 6 months of this Wildlife Division review, you should contact the NDDB for an updated review.

Please feel free to contact me if you have additional questions regarding Savannah sparrows or managing habitat for grassland obligate species.

Sincerely,

Jenny Dickson
Wildlife Biologist

JD/ls

cc: NDDB 17218



FITZGERALD & HALLIDAY, INC.

72 Cedar Street, Hartford, Connecticut 06106
Tel. (860) 247-7200
Fax (860) 247-7206

October 7, 2009

Mr. Tom Chapman
New England Field Offices Supervisor
United States Fish & Wildlife Service
70 Commercial Street, Suite 300
Concord, NH 03301-5087

Subject: Ellington Airport
Airport Acquisition Feasibility Study
Ellington, Connecticut

Dear Mr. Chapman,

Fitzgerald & Halliday, Inc. (FHI) is presently working with Clough, Harbor & Associates to prepare an airport acquisition feasibility study for the Town of Ellington, Connecticut. The purpose of the feasibility study is to inventory existing facilities, assets, and environmental conditions at Ellington Airport located off of Somers Road (Rte 83). The study will also evaluate present and future use, operating costs, and profitability. The Town will consider the information in making a decision as to whether or not it is in their best interest to purchase the airport.

FHI's role is to inventory existing environmental resources/conditions on the immediate airport property as well as on adjacent lands located directly west of the airport and to the north and south of existing runway ends. The environmental inventory is important as it will identify potential resource constraints and regulatory issues that could affect future infrastructure improvements at the airport.

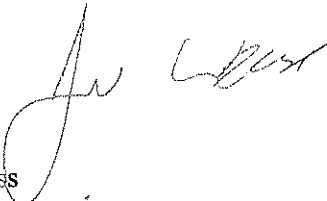
As part of the environmental inventory, FHI conducted a review of the latest Connecticut Department of Environmental Protection (CTDEP) State and Federal Listed Species and Significant Natural Communities GIS database for the project study area. We also consulted the USFWS New England Field Offices website for information pertaining to the project study area. Our review indicates that a potential conflict with a threatened and/or endangered species or significant natural community and/or critical habitat may exist. A letter has been forwarded to the CTDEP seeking confirmation relative to this determination.

To further support FHI's investigation into potential threatened and endangered species concerns, FHI requests that your office kindly forward us any federal threatened and endangered species information related to this project study area. A map depicting the project study area is enclosed for your reference. We look forward to receiving any information you can provide us, and to future coordination with your office.

Planning Consultants

Very truly yours,

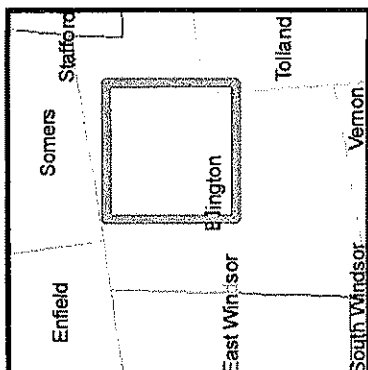
FITZGERALD & HALLIDAY, INC.



Josh Weiss
Planner

Enclosure

Cc: Paul McDonnell (CHA), Paul Stanton (FHI), FHI File P931.01



U.S.G.S. Quadrangle:
Ellington, CT

1:24,000

CT DEP Natural Diversity
Database - 2009

Ellington Airport
Ellington, CT





United States Department of the Interior



FISH AND WILDLIFE SERVICE

New England Field Office
70 Commercial Street, Suite 300
Concord, NH 03301-5087
<http://www.fws.gov/newengland>

REF: Airport acquisition feasibility study
Ellington, CT

November 9, 2009

Josh Weiss
Fitzgerald & Halliday, Inc.
72 Cedar Street
Hartford, CT 06106

Dear Mr. Weiss:

We received your letter (enclosed) requesting an endangered species review in regard to the proposed project identified above.

The New England Field Office has developed measures to streamline the endangered species consultation process and other requests for technical assistance. The information you have requested is available on our website at:

<http://www.fws.gov/newengland/endangeredspec-consultation.htm>

Please review these streamlining measures. We are confident they will adequately address your request. For assistance in navigating the website, please contact Anthony Tur at 603-223-2541.

Sincerely yours,

Thomas R. Chapman
Supervisor
New England Field Office

Enclosure



United States Department of the Interior



FISH AND WILDLIFE SERVICE
New England Field Office
70 Commercial Street, Suite 300
Concord, New Hampshire 03301-5087
<http://www.fws.gov/northeast/newenglandfieldoffice>

January 2, 2009

To Whom It May Concern:

This project was reviewed for the presence of federally-listed or proposed, threatened or endangered species or critical habitat per instructions provided on the U.S. Fish and Wildlife Service's New England Field Office website:

(<http://www.fws.gov/northeast/newenglandfieldoffice/EndangeredSpec-Consultation.htm>)

Based on the information currently available, no federally-listed or proposed, threatened or endangered species or critical habitat under the jurisdiction of the U.S. Fish and Wildlife Service (Service) are known to occur in the project area(s). Preparation of a Biological Assessment or further consultation with us under Section 7 of the Endangered Species Act is not required.

This concludes the review of listed species and critical habitat in the project location(s) and environs referenced above. No further Endangered Species Act coordination of this type is necessary for a period of one year from the date of this letter, unless additional information on listed or proposed species becomes available.

Thank you for your cooperation. Please contact Mr. Anthony Tur at 603-223-2541 if we can be of further assistance.

Sincerely yours,

Thomas R. Chapman
Supervisor
New England Field Office